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5-214

MEMORANDUM FOR: Director of Naval Intelligence
Department of the Navy

ATTENTION: Commander Don L. Ely

SUBJECT: Comments on COMI Draft of Study on Port Administration
Section 35, MIS 39A

REFERENCE: Memorandum to DCI from DNI, 14 November 1957,
OP-302BAC/fh, Ser 007363P92

1. This Office has reviewed the statement on Port Administration prepared by COMI for Section 35, MIS 39A, submitted with the referenced memorandum. We have found this statement substantially in agreement with the intelligence we have on this subject, but submit the suggestions and comments in the following paragraphs for your consideration.
2. It is suggested that the title "Harbor Affairs Administration" be changed to "Harbor Administration Bureau" to be consistent with "Navigation Administration Bureau" since in the Chinese, the characters for the two titles are the same except for the first character. It is probably misleading to say that the Navigation Administration Bureau has control over all navigation. The foreign vessels operating on the coast do not seem to be under the direct control of this Bureau and neither are the small, local ports within the provinces and intra-province traffic, over which each province seems to be pretty well autonomous. You may be already aware of the new economic regulations issued about 19 November 1957, transferring control of some of the ports from the Ministry of Communications to local authorities beginning in 1958. The exact ramifications of the new regulations are not indicated in the announcement but some comment upon them would seem to be in order.
3. In paragraph 2, the Maritime Customs Administration is not under the Ministry of Communications, as is implied, but under the Ministry of Foreign Trade. Is the Border Guard actually under the

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Direct control of the Ministry of Foreign Trade or under some military or paramilitary organization as is implied by the name? The relationship here and on the chart should be clarified. Regardless of the subordination of the Border Guard, if it is only acting for the Maritime Customs Administration, the solid line connecting the two on the chart is probably unwarranted.

4. The information pertaining to foreign vessels checks with the information available here, except that 2^{1/2} rather than 28 hours is given for the interval required for prior notification of the actual time of arrival in a Chinese port. It might be worth pointing out that while these regulations are technically in effect, recently they have been enforced much more loosely than before.

OTTO E. OTTER
Assistant Director
Research and Reports

Enclosure:

Draft of Study on Port
Administration, Section 35,
MIS 39A.

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